

Eugene & Hough

General Auctioneers
Shares, Coal and General
Produce Brokers and
Commission Agents.

OFFICE
"Te-Kwa-Wan" Coal Storage.
100, 4th & 5th Editions.
A 1 Telegraphic Code.
Telegraphic Address
HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

on
MONDAY,
September 13, 1920, at 2.30 p.m.,
at No. 4, Hampshire Avenue,
Kowloon.
The Store
Valuable Household Furniture,
etc., etc.,
therein contained.

comprising:—
Holland, Blackwood Chairs, Settee,
Stard and Tables, Indian Carpets and
Rugs (good quality) New, Curtains,
Wall Hangings, Placques, etc., and
Several lots Curio, Dining Room Suite,
Including China Cabinets, Dinner, Tea
and Coffee Services (complete), Sundry
Plates and Silver Ware, Pot Plants, and
Electric Fittings.

(Full Particulars from Catalogue).
On view, Sunday 12th inst., at 2 p.m.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Sept. 6, 1920.

G. R.

THE Undersigned have received instructions to sell by Public Auction,
on

**Wednesday, Thursday
and Friday,**
the 15th, 16th and 17th September,
1920, at H.M. NAVAL YARD, Hong-
kong, and at KOWLOON
NAVAL DEPOT,
commencing each day at 9.30 a.m.,
with an interval from 12 noon
to 1.30 p.m.

OLD AND SURPLUS
NAVAL STORES, etc., etc.

Comprising:—
Life Boats (wood and steel), Dinghies,
Whalers, Gigs, Cabotages, Bice Boilers,
Cooking Stoves, Ship's Fittings, Iron
Bed Mattresses and Fittings, Tables,
Chairs, Sideboards, Ice Chests, Steel
Tanks, Life Rafts, Electric Fans, An-
chors, Lattices, Porcelain Water Closets,
Wood Ladders, Carpets, Blankets,
Compasses, Electric Cables, Canvas
Hoses, Canvas Bags, Old India Rubber,
Old Leather, Old Iron, Brass Gun
Metal and Steel, Coal Sacks, Firewood,
Cased Steel Boiler Tubes and Boiler
Gears, Drums, Iron Blocks, Lamps,
Wood Derrick, Naphtha, Search-
lights, Steel Oil Casks 26 Gallons,
etc., etc.

Lots may be inspected on Tuesday,
the 14th September, 1920.

Also
Sole of Old and Surplus Victualling
Stores at Kowloon on MONDAY, 20th
September, commencing at 9.30 a.m.
and comprising:—
Blankets, Seamen's Clothes,
Provisions, etc., etc.
Terms of Sale:—As detailed on
Catalogue.
HUGHES & HOUGH,
By Appointment Auctioneers to the
Admiralty.
Hongkong, September 6, 1920.

G. R.

THE Undersigned have received instructions to sell by Public Auction,
on

MONDAY,
September 20, 1920, commencing at
9.30 a.m., at The NAVAL DEPOT,
KOWLOON.

OLD AND SURPLUS
VICTUALLING STORES,

comprising:—
Blankets, Table Linen Sheets, Bed
Covers, several lots Electro-plate, Hard-
ware, China, Glass, etc., Enamelled and
Copper Ware, Remnants, Serge and
Duck Great Coats, Drifts and Winter
Clothing, Weighing Machine, Hair
Beds, Mattresses, etc.
On view Saturday, 18th Sept. from
9 a.m. till Noon.
Terms:—Cash.
HUGHES & HOUGH,
By Appointment Auctioneers to the
Admiralty.
Hongkong, September 6, 1920.

HUGHES & HOUGH

WANT ADVERTISEMENTS

35 WORDS 3 INSERTIONS, \$1. PREPAID.
Each additional word 4 Cents for 3 insertions.

TO LET.

TWO STORED HOUSE, (4 large and
2 small rooms, kitchen, servants
quarters, etc.) in Kowloon. Available
from 1st November next. Apply by
letter to BERNARD & SONS.

TO LET:—During October, NEW
THREE ROOMED EUROPEAN
FLATS in Kowloon, facing Coronation
Road (Nathan Road Extension), fifteen
minutes by Rickshaw from Hongkong
Ferry, and five minutes walk from
Yau Ma Tei Ferry. This property can be
let as eleven self-contained houses each
with nine living rooms and adequate
kitchens, baths and servants rooms or
as separate three roomed flats. The
rooms are large and cool, facing east
with an open prospect. Very moderate
rental. Apply to: GARRA CLARK, Architect
& Surveyor, 14, Queen's Road Central.

PUBLIC AUCTIONS.

G. R.
PUBLIC AUCTION.

PARTICULARS and Conditions of the
letting by Public Auction Sale, to be
held on MONDAY, the 13th day of
September, 1920, at 3 p.m., at the Office
of the Public Works Department, by Order
of His Excellency the Governor, of One
Lot of CROWN LAND at Bowen Road,
in the Colony of Hongkong, for a term
of 75 years, with the option of renewal
at a Crown Rent to be fixed by the
Surveyor of His Majesty the King, for
one further term of 75 years.

(Full Particulars from Catalogue).
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Hongkong, Sept. 6, 1920.

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Wood Ladders, Carpets, Blankets,
Compasses, Electric Cables, Canvas
Hoses, Canvas Bags, Old India Rubber,
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Hongkong, September 6, 1920.

HUGHES & HOUGH

BRITISH CONCESSION—SHAMBER, CANTON.

FOR SALE:—LOT No. 22, immed-
iately behind the Russian Conces-
sion, with an area of 12,645 square feet,
measuring 50 x 104 feet, frontage to
creek which is adjacent to Western
Exit leading to Coast Road, Terha,
Shanghai Railway and Grand Trunk
Line to Hankow, now in construction.
Apply to:—HARRIS DICK & CO.

FOR SALE.

FOR SALE:—LAND at Kowloon,
about 16,945 square feet, in a
very desirable position for European
dwelling. For full particulars apply
to:—JAMES & DEAN, Alexander
Buildings, Hongkong.

INTIMATIONS.

NOTICE.

ST. PETER'S CHURCH will be re-
opened for Services on SUNDAY,
the 12th September, 1920.

NOTICE.

WE have THIS DAY established
ourselves as Consulting En-
gineers and Surveyors.
BEST & MAY,
c/o UNION ENGINEERING CO., LTD.
13, Charter Road.
Hongkong, September 1, 1920.

NOTICE.

THE HONGKONG HOTEL CO.
LIMITED.

AN INTERIM DIVIDEND of \$5
per share has been declared for
the half-year ending 30th June, 1920.
Such Interim Dividend will be pay-
able on and after TUESDAY, 14th
September, 1920, at the Office of the
Company, where Shareholders are re-
quested to apply for Warrants.

The Register of Shares of the Com-
pany will be CLOSED from 11th to 14th
September, 1920, (both days inclusive)
during which period no transfer of
Shares can be registered.

By Order of the Board of Directors.
J. H. TAGGART,
Manager.
Hongkong, August 31, 1920.

NOTICE.

THE GREEN ISLAND CEMENT
CO., LTD.

AN INTERIM DIVIDEND of 5p
cents per share has been de-
clared for the half-year ending 30th
June, 1920.

Such Interim Dividend will be pay-
able on and after FRIDAY, 17th
September, 1920, at the Office of the
Company, where Shareholders are re-
quested to apply for Warrants.

The REGISTER of SHARES of the
Company will be CLOSED from 11th
to 14th September, 1920, (both days
inclusive) during which period no
transfer of Shares can be registered.

By Order of the Board of Directors.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, September 1, 1920.

NOTICE.

THE DAIRY FARM, ICE & GOLD
STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH
ORDINARY ANNUAL MEET-
ING of Shareholders in the above
Company will be held at the Com-
pany's Town Office, 2 Lower Albert
Road, Hongkong, on TUESDAY, the
21st day of September, 1920, at 12.30
o'clock in the afternoon for the pur-
pose of presenting the Report of the
Directors and Statement of Accounts to
31st July, 1920.

THE TRANSFER BOOKS of the
Company will be CLOSED from 17th
to 21st September, 1920, both days
inclusive.

By Order,
M. MANUK,
Secretary.
Hongkong, September 1, 1920.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

THE ORDINARY GENERAL
MEETING of the above Company
will be held at the Company's Office
at Noon, on SATURDAY, the 25th
Inst. 1920.

THE TRANSFER BOOKS of the
Company will be CLOSED from the
17th to 25th instant, both days
inclusive.

DOUGLAS LARBAKE & CO.
General Managers.
Hongkong, September 3, 1920.

MURDER TRIAL FILM.

JUDGE STERN CENSURE.

A MOST INDECENT THING.

Mr. Justice Darling at the central
Criminal Court and the Under-Sheriff
had brought to the attention of the
Commissioner of the Court a letter
which he had received from a film
company.

The judge read the letter, which
was in the following terms:—
"The Gaumont Company, Ltd.,
Scenario Dept., 5 and 6, Sher-
wood-st., Piccadilly-circus,
July 24, 1920.

"Sir, I understand that you occa-
sionally give permits for the attend-
ance of the public at trials at the Old
Bailey. We are at the present moment
producing several dramas
which include scenes depicting the
passing of the sentence of capital
punishment on murderers. Could
you kindly grant two permits for two
of our producers to attend the present
sessions at the Old Bailey for the
afternoon of the day on which
one of the accused murderers is being
condemned?"

"Thanking you in anticipation,
Yours faithfully, for the Gaumont
Company, Ltd.,
"SCENARIO EDITOR."

Having read the letter, the judge
said: "We earnestly desire to say
that this we regard as a perfectly
monstrous, and indecent application.
This is an attempt to produce, simply
for the gain of those who run these
exhibitions, a scene depicting the
misery and anguish of a man on his
trial for capital punishment and also
to exploit the feelings of the judge,
who, in passing sentence of death,
must not be thought to be doing
something in the nature of play-
acting. It only shows how low
people will fall simply to advertise
their business."

THE EXPLANATION.

Sir Edward Marshall-Hall, K.C.,
attended at the Old Bailey the fol-
lowing day on behalf of the Gaumont
Company, Limited, in reference to
Mr. Justice Darling's remarks
regarding an application to the
Under-Sheriff for permission for
two of their producers to attend the
court during the hearing of
a murder trial. Mr. Justice Darling
characterised the application as
"perfectly monstrous and indecent."

Sir Edward: No. Whether it was
taken down or remained in one position.
They also wanted to see the
position of the jury and the dock,
and whether the aldermen were
present.

Mr. Justice Darling: I understand
that they wanted to have a good seat,
so that they could observe everybody
in court, including the judge and the
prisoner about to be condemned,
with a view of reproducing, with
other people enacting the parts.

Sir Edward: That is exactly where
the difference comes in. They
wanted to know the positions. They
had no idea of reproducing the facial
expressions of the judge or the
prisoner.

Sir Edward said that the Gaumont
Picture Co. held a very high position
in the cinema world, and felt that
what Mr. Justice Darling said with
reference to the application was not
an interpretation of what they had
really asked. They did not want
to film the court proceedings,
but merely to study the scene when
a man was being sentenced to death.
The company were anxious to know
several things. For instance, they
wished to discover where the historic
Sword of Justice hung in that court.

Mr. Justice Darling: Or whether it
was used?

MR. JUSTICE DARLING.

Mr. Justice Darling said that when
he read the letter he was of opinion,
and he was of the same opinion now,
that what the film company wanted
was to produce with the utmost faith-
fulness before some mixed audience,
who would pay to see it, the passing
of sentence of death by a judge upon

the prisoner. "It did not occur to
me that what they wanted was to
get some photograph of me or some
photograph of the prisoner, but what
I did understand was that they
wanted to come to this court and
see the passing of judgment of death
in order that they might observe the
whole circumstances of the case, the
conduct of the judge, the emotion, if
possible, of myself and the prisoner,
and the way in which the whole
thing was received by the audience
in court. I understood that was
what they wanted to produce."

"A MOST INDECENT THING."
"I am constantly reading of the
highly beneficial and educative effect
of films, and there is a glorification
of people who take part in them as
actors which, to my mind, is absurd
and preposterous. They intended to
send two producers to observe what
went on in court, and then as well as
they could, by a couple of actors, one
to enact the prisoner and one the
judge, perform in face of a camera,
and then reproduce the thing. To
my mind it was a most indecent
thing, and ought not to be allowed."
There was some applause in court,
which the judge suppressed, saying,
"I cannot have any applause or dis-
sension." He went on to say that
the reproduction on films of such
subjects as passing of sentence of
death in our courts of justice ought
to be prevented. "If they had
succeeded in this application my
belief is that another application
would have been made, so that the
confusion of the drama should be
given, and that people should not be
disappointed of knowing exactly how
it all ended. I have not really a
word to withdraw."

ABOUT BABY'S WEIGHT.

Healthy babies should steadily in-
crease in weight. Most baby is not
doing this there is something wrong,
as was the case with the child of Mrs.
Thomas Lawrence, a Canadian lady
living at Collingwood, Ontario.
"My baby has been very delicate ever
since she was three weeks old," writes
Mrs. Lawrence. "She had indigestion,
and although she had a ravenous
appetite her food did not do her any
good and she grew thinner and thinner.
She would scream with the pain in her
stomach, and as she was also troubled
with constipation we were at times
afraid we should lose her. I tried
several medicines for her but they did
no good. Then I tried Baby's Own Tablets,
and her digestion improved. Now food
does her good, and she is growing
plump. I think the Tablets are a fine
medicine for a child."
Baby's Own Tablets are obtainable
from chemists, also at 60 cents the via
from Dr. Williams' Medicine Co., 36
Sechen Road, Shanghai.

VICTIMIZED!

"Several purchases of used
motorcycles and motor
cars have recently been
victimized."

"The machine which is
certainly a good buy is
sometimes in reality quite
worthless owing to sub-
stitution of parts or having
been through a severe
accident."

"To protect the good
name of our agencies we
will examine and report
upon, free of charge, any
machine we represent
providing it is delivered
to our Garage."

ALEX. ROSS & CO.
25 DES VOUX ROAD
TEL: 27
GARAGE
KOWLOON
TEL: 47

JUST ARRIVED

LATEST TRIMMING

STRAW HATS

CASSUM AHMED.

Milliners & Drapers.

22 & 24, Wellington Street.

Branch 28, Nathan Road, Kowloon.

Agents for

Diamond Dyeing

and

Drycleaning Co.

WALLA WALLA BOATS—The
only European Boats in the
Colony. Phone 3516.

BUY YOUR STATIONERY FROM US.

We Keep the Finest
Stocks Complete.

PRICES MODERATE.

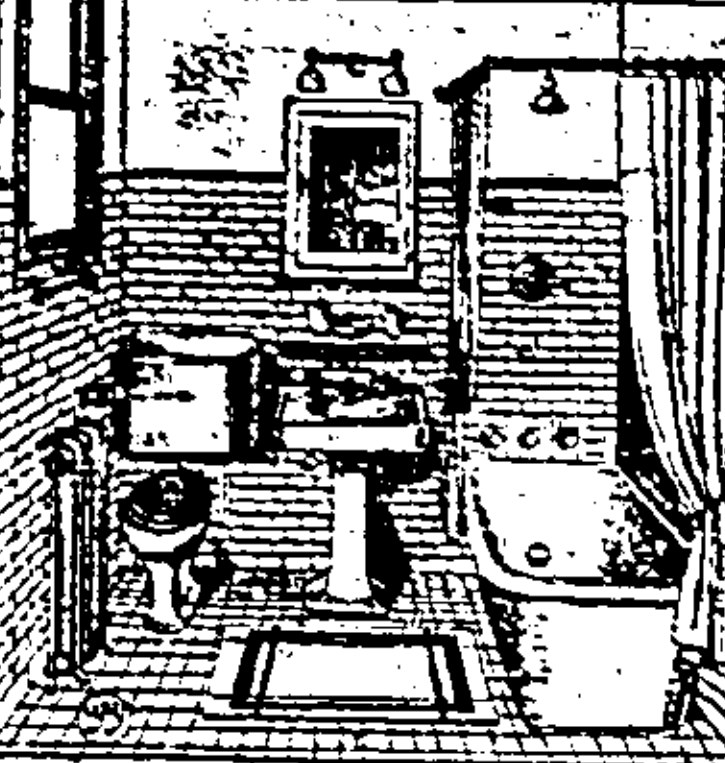
DER A. WING & CO.

Paper Merchants
Stationers, Printers & Bookbinders.
60, Des Voux Road, CENTRAL.

LONG HING & CO., PHOTO SUPPLIES.

DEVELOPING & PRINTING A SPECIALITY.

No. 174, QUEEN'S ROAD CENTRAL, HONGKONG.



BATH TUBS.

SANITARY GOODS
BATHROOM FITTINGS
AND ALL KINDS OF
GLASS AND MIRRORS.

LYSON COMPANY,
Tel. No. 2559.

89A, Queen's Road Central Hongkong.

MARKET PRODUCE IN HONGKONG.

APPROXIMATE RETAIL PRICES.

September 6th, 1920.

Butcher Meat.		Poultry.	
Seef Strich—Mal Long Pa	lb. 19	Chicken—Kai Tai	lb. 38
Prime Out	21	Capon, Small—Sin Kai	36
Corned—Ham Ngan Yau	20	Capon, Large—Sin Kai	40
Roast—Shiu	19	Duck—Ap	26
Breast—Ngan Nam	14	Drum—Fai Hau	22
Scap—Tong Yuk	16	Eggs, Hen—Kai Tai (cooking) per doz.	12
Steak—Ngan Yau Pa	19	Eggs, Hen—Kai Tai (fresh) per doz.	25
Steak Strich—Ngan Lan	28	Fowls, Canton—Kai	42
Sausages—Ngan Cheung	25	Fowls, Hainan—Hoi Nam Kai	45
Sallock's Brisket—Ngan No per	10	Geese—Ygo	28
Tongue, fresh—Ngan Li each	60	Pigeons, Canton—Fai Hap	40
Tongue, corned—Ham Ngan Li	60	Hothead—Fai Hap	40
Head—Nou Tai	80	Turkeys, Cock—Fo Kai Kung	65
Heart—Nou Sam	23	Turkeys, Hen—Fo Kai Na	55
Hum, salt—Ngan Kin	18	Snipe—Sha Tai	25
Feet—Ngan Keuk	10	Quail—Shan Kai	25
Knives—Ngan Yiu	9	Quail—Om Chun	25
—Ngan Mei	15	Partridges—Che K	25
Liver—Ngan Kow	19		
Tip (dressed)—Ngan To	15		

Fruits.	
Almonds—Hang Yan	lb. 40
Apples, (California)—Ham Shan	30
—Ping No	20
Bananas, (India's), Macao—Sun	6
—Heng Chiu	4
Carambola—Young To	15
Coconuts—Ye Te	each 10
Lemons, China—Ling Mong	lb. 6
Lemons, (America)—Ham Shan	15
—Ling Mong	each 6
Lichies, Dried, (small stone)	—
—Lai Chi Kow	25
Oranges, (Canton), Sweet	—
—Shan-sheng Tin Chang	lb.
Oranges, Tin Chang	10
Pears, (Canton), Cooking—Sha Li	10
Peaches—Fa Shang	12
Pineapples, Large—Hung Tee	11
Plantain—Tai Chiu	5
Pomegranate—Taim Lo Yau	each 10
Walnuts—Hop To	lb. 24
Grapes—Po Tai Yau	25

Large Head and Feet, —Ngun-tai tau-keuk "
--

It is generally admitted that most Whiskies have now a "Post-War Weakness."

It is claimed that

WATSON'S

E

WHISKY

still maintains its high standard of quality. The same blend, same good old age—mellow-ness, character and fine flavour—Forty years' reputation.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

Wm. **Powell** Ltd.
TELEPHONE 346

SPECIAL SHOW
THIS WEEK

OF
VELVET AND FELT
HATS.
AFTERNOON GOWNS.
AND
COAT FROCKS.
FOR
AUTUMN WEAR.

BIRTHS.

BOLTON.—On August 31, 1920, at No. 510 Great Western Road, Shanghai, to Dr. and Mrs. N. Hay Bolton, a daughter.
MALCOLM.—On August 31, 1920, at Shanghai, the wife of Allan S. Malcolm, a son.
HILBORNE.—On September 2, 1920, at Shanghai, to Mr. and Mrs. P. H. Hilborne, a son.

MARRIAGES.

COURTIS.—ARTHUR.—On Sept. 2, 1920, at Llandaff Cathedral, Wales, Allan Osborne, son of Sir John and Lady Courtis, Fairwater Croft, Llandaff, Wales, to Madge Marian, daughter of the late J. D. and Mrs. Arthur, Shanghai.
EVANS.—MCLACHLAN.—On July 28, 1920, at Idylwyld, Ontario, Canada, Jean, daughter of Mr. and Mrs. William McLachlan, to Edward Evans, Jr., of Shanghai.

DEATHS.

RIGGS.—On September 3, 1920, at Shanghai, Geraldine Riggs, the dearly beloved child of Mr. and Mrs. D. S. Riggs, aged 21 months.
CLARE.—On September 2, 1920, at Shanghai, Montague C. Clare, M.A., Trinity College, Dublin, and Headmaster of the Jewish School, Shanghai, aged 84 years.
BARNARD.—On September 2, 1920, at Shanghai, Ernest A. Barnard of the Shanghai Land Investment Co., Ltd., aged 43 years.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, FRIDAY, SEPT. 10, 1920.

LOCAL WORK ON ROAD CONSTRUCTION.

"Heavier loads and greater speeds," says Mr. Henry Edward Goldsmith of Hongkong, in his handsome volume "Modern Road Construction and Maintenance," just published by Kelly & Walsh, are certain to come. "Heavier loads we can understand, especially on mechanical vehicles, but we see no valid reason for greater speeds, and we hope they are less certain than the author prophesies them to be." We feel sure we will have his sympathy as a road maintainer, if not as a prophet, for greater speeds by heavy vehicles will make his

native trails. What a history of one man's noblest job—stretching from the plain to the mountain earth—road-making.

But how full it is of its duty to the motorist! Even Mr. Goldsmith points out, with pardonable complacency, that "the mileage of main roads in Hongkong over which mechanically propelled vehicles may pass is about 170." When we think of the size and shape of our island, an irregular cone rising from the sea, with warts on it, we wonder at the brain that could ever contemplate it as offering facilities for "mechanically propelled vehicles." We have never ceased wondering about it, and we wonder where it is going to be bounded. But then, as already confessed, we are very Chinese in our conservatism about roads and movements thereon. Our own progressions are always preferably deliberate. Life in a hurry is not worth living, so far as we are concerned.

In the hazy, nebular way one has of thinking of such things, solvitur ambulando, we have always thought of the road makers as disinterested folk, moving slowly but surely their wayward to perform. Why should they, of all people, be called upon to enter for modern hustles? Yet they do it. They do it, as we locally see, very well, and apparently willingly. They make straight the winding ways, grade the hills, widen the unavoidable turnings, and put a polish on their surfaces, all in order that their crazy, frolic, impatient passengers may reach in fifteen minutes a place in which they will baf for hours. Beyond a doubt we are exceedingly silly, for that cannot be the right way to look at such matters.

Mr. David Bowen contributes the second chapter, on "Setting Out Work." We are willing to take his word for it that the best way of bounding and setting out the crossfall of a camber is, as he says, "As for the body of the work, the reader will understand that we did not read it through. The 'plot' was not sufficiently intriguing. But we admired all the photographs and plans. We get the impression generally that this is a work by a thoroughly competent man, an expert. It is pleasant to reflect that Hongkong has em."

ARITHMETIC.

A schoolmaster set this "catch" problem, 23.1 x .065 x 54.678 x 9. He said: "The crum will start to multiply out; the imaginative bairn will glance along and see the final nought, and will at once stop; the answer is zero." But is it? Is 1 x 0 zero or one? One multiplied (or multiplied by nothing) surely remains one? Multiplication is a form of addition. If one plus nought be one, one multiplied by nought must be one. We found this slip in "A Dominie's Log."

IMPORTING TEACHERS.

A little while ago we referred to certain advertisements in "Home" papers for teachers wanted at Hongkong. We notice some Shanghai advertisements in "The Spectator" of July 24 which indicate that the Shanghai educational authority knows exactly what it wants, also that it has someone at the head of affairs who knows his job. Incidentally, the pay offered is much better than Hongkong offers.

The S.M.C. wants three assistant mistresses, from 25 to 35, unmarried. They are to be trained, certificated, and experienced. One is for the lower forms, and must have the higher Froebel certificate and be (ugh!) a good disciplinarian. (Read "A Dominie's Log" on discipline.) The second is for upper forms, and must be a trained graduate, specially qualified to teach geography. Discipline expected here also. The third must be a qualified kindergarten mistress. They offer Tls. 189.75 a month, under agreement for three years, with an increase if the agreement is renewed. Taking the exchange at 70, that works out at \$271 a month. Hongkong offered \$250 a year, which works out at \$208 a month, or \$63 a month less than Shanghai's inducement. After three years, a Hongkong mistress gets \$235 while a Shanghai mistress will get more like \$300. Hongkong must really wake up as regards education.

A PASSPORT JOKE.

This really ought to be written in the format of a stage play. Enter commercial traveller, desiring to take his Chinese boy with him to Singapore. His brow is

knit. He is considering whether a passport will be required for his servant. His face lights up. Happy thought. He will enquire of them that know. (Business of writing chit).

But we are to-day weighed down with the woes of all the world. We are weary. Let's tell it and get it over and go home, and forget for an hour or so that there are such things as newspapers.

Our commercial traveller wrote to the Colonial Secretariat and to the Secretary for Chinese Affairs, both, not knowing which was the proper authority in this case. Would a passport be necessary for his "boy" accompanying him to Singapore. They answered as follows:

Colonial Secretariat: Yes. S.C.A.: No. The Commercial Traveller was, as you will see, no wiser. He sent the C.S.O. answer to the S.C.A., and 't'other way round. He was invited to call at the Colonial Office, where they now told him that the S.C.A. was right, and that the passport was not necessary—for Singapore.

But," said they, somewhat offensively, apparently to "save face," "if he were going to Bangkok or Java he would need one."

The Commercial Traveller assured them that the Boy was not going to Bangkok, and that he was not going to Java—and all ended happily.

LOCAL AND GENERAL.

The loss incurred at Tungchow owing to the recent mutiny and looting is now estimated as amounting to more than \$2,000,000.

A marriage will take place shortly between Mr. Anicet Becker, of Canton, and Mrs. Bowen Rowlands, widow of Mr. Wogan Bowen Rowlands, Hongkong.

The theft of important naval documents was recently reported to Tokyo by the Kure Naval authorities. The alleged thief was arrested very soon after the papers disappeared, and will be tried by court-martial.

A Chinese arrested on the floor of No. 175 Des Voeux Road West by Sub-Inspector Clark was fined \$250, or three months' hard labour, by Magistrate Hutchison for possession of six and a half tael of prepared opium.

The Shanghai Lawn Bowls Association has received information that the Hankow and Hongkong Interport players will arrive in the middle of September, the Hankow team on September 15 or a day before, and the Hongkong team on September 20. It is hoped to get a triangular Interport through.

The China coast loses another of its oldest hands shortly in Captain George Hooker, of the C. N. Co. He is "Liangchow," who leaves for home, with Mrs. Hooker and family, by the s.s. "Mentor" on the 21st. Captain Hooker has been with the China Navigation Company for 25 years and now leaves on retirement, hoping to settle down in his native county of Cornwall.

Peking newspapers report that Chang Tso-lin and Tsao Kun have somewhat circumspectly intimated to the President that if the Central Government could, see its way to placing to their accounts the sum of \$10,000,000 each from the surplus of Salt Revenue or from railway profits, in order to meet the expenditure of their armies, they would be willing to remove themselves from Peking without delay.

The Tientsin Rowing Club will hold an autumn regatta this year if sufficient support is given by the members to the scheme. The Club recently received an invitation from the Shanghai Rowing Club to send a team down to compete with the representatives of the Hongkong and Shanghai Clubs at Shanghai, but on account of the small display of interest on the part of the Tientsin oarsmen the invitation was not accepted.

A whist drive was held on Wednesday evening at the R. N. Dockyard Recreation Club, in which over 120 players took part. The prize winners were as follows: Ladies—1. Mrs. Maughan (174); 2. Mrs. Bacon (171); 3. Mrs. Bickford (163); 4. Mrs. Harrison (159); 5. Mrs. Legg (159). Gents—1. Mr. Bacon (127); 2. Mr. Barnett (173); 3. Mr. (172); 4. Mr. Teale (172); 5. Mr. Legg (159). Mr. Vosper officiated as M.C.

Efforts are being made for closer trade relations between Portugal and Japan. Mr. F. X. Da E. Souza, Portuguese Consul in Kobe, announces that arrangements have been completed to open a Japanese section in the Oriental Commercial Museum and manufacturers; and merchants desiring to exhibit samples at the Institute are invited to do so. Mr. Souza has volunteered to furnish them all necessary information on the subject. It has also been arranged to exhibit Portuguese samples in the Osaka Commercial Museum.

SPECIAL CABLE

STRANDED STEAMER

SOME CARGO SAVED.

SALVAGE PROSPECTS BRIGHTER.

[China Mail Special.]

SINGAPORE, September 9.

The prospects of salvaging the "Athenburg," which is ashore at Hordburgh, are now brighter. Much rice and coffee has been saved.

INTERESTING WILL CASE.

HONGKONG TESTATOR.

DECISION OF SIX JUDGES REVERSED.

Lords Haldane, Finlay, Cave, Duncanson, and Shaw on July 30 delivered judgment in the House of Lords in the case of Miss Catherine M'Coll, of Windsor Street, Glasgow, as executrix nominate under the will of the late Ian Neil Carmichael, v. Hugh Fletcher Carmichael, consulting engineer, Hongkong. The action was brought by the respondent for the purpose of asserting his right to the sum of £1,000 due under a policy of insurance granted by the English and Scottish Law Life Assurance Association over the life of his deceased son, Ian Neil Carmichael, the determination of the controversy depending upon whether the policy belonged to the father or to the son.

When the son was under nine years of age the father took out a deferred policy on his life, himself paying the premiums, and he contends that the deceased could have acquired right to it only by donation from him. The boy came from Hongkong to Scotland when about eight years of age, where he spent a large part of his holidays with appellant, who is his mother's sister. At no time did the father, so it is stated, ever tell his son of the existence of the policy, or indeed, let it out of his own custody and control. But the son by some means became aware of its existence. Accordingly when he, about the end of 1915, and having attained the age of 21, wished to join the Royal Naval Air Service, he, without communicating with his father, made inquiries of the insurance company as to whether his joining that combatant force would affect their liability under the policy. He received an answer in the negative. He then executed a holograph settlement leaving all his property to his aunt. He met his death while on service at Southampton on July 20, 1916. The insurance company, admit liability under the policy, but the question was whether the father or the aunt was entitled to the sum.

The Lord Ordinary (Lord Hunter) sustained the claim of the father, a decision which was upheld by no fewer than five of the seven Judges of the First Division of the Court of Session, so the aunt appealed to the House of Lords, where she was successful, for their Lordships were unanimous in allowing her appeal.

TENNIS.

GARRISON TENNIS LEAGUE.

Owing to unfavourable weather the games in this league are considerably behind. In spite of a shower in the early part of the afternoon, however, this game was played on the R.A.M.C. Court at Bowen Road on Wednesday. Some very good games were played, the scores being hardly a fair indication of the play, as many of the games were only won by the Artillery men after a long succession of deuces.

The scores were as follows:—Lieut-Col. Loring and Captain Davies beat Col. Stone and Savage, 6-3; beat St. Sgt. Jane and Sgt. Hollands, 9-0; beat Sgt. Major Thomson and Sgt. Woolman, 8-1. Major Hickling and St. Sgt. Davies beat Col. Stone and Savage, 5-4; beat St. Sgt. Jane and Sgt. Hollands, 8-1; beat S. M. Thompson and Sgt. Woolman, 6-3.

Col. Sergeant Major Pragnell and Lt. Bomdr. May beat Col. Stone and Savage, 7-2; lost to St. Sgt. Jane and Sgt. Hollands, 4-5; lost to S. M. Thompson and Sgt. Woolman, 4-5. Total: 28 Co. R.G.A., 57 games; R.A.M.C., 24 games.

MONSTROUS AND INDECENT.

Mr. Justice Darling, in refusing the application of a movie concern to film a murder trial, characterised as monstrous and indecent such exploiting of the misery and anguish of those who were being tried for their lives.

A GOOD SUGGESTION.

Mr. Chamberlain's Tablets when taken in the morning and evening are easy to take and pleasant in effect. For sale by all Chemists and Storekeepers.

OPIMUM SENSATION.

COURT PROCEEDINGS.

18,000 TAELS INVOLVED.

Before Magistrate Hutchison at the Magistracy yesterday afternoon, the hearing was begun in the case in which the master of the Japanese motor schooner "Shenan Maru" and a member of his crew were charged, at the instance of Chief Preventive Officer Wildin, with the possession, on board the vessel, of 18,069 tael of prepared non-Government opium. The first defendant was also charged that he being the master of the "Shenan Maru" did unlawfully allow the vessel to be used for the importation, carrying or conveyance of the opium.

Mr. F. C. Jenkin (instructed by Mr. E. J. Grist) appeared for the defence, and entered a plea of "not guilty." Chief Preventive Officer Wildin, stated that if Mr. Jenkin objected to the putting in of the Government Marine Surveyor's report of the condition of the "Shenan Maru," he (Mr. Wildin) desired to ask for a remand for the attendance of the Marine Surveyor. The report, he proceeded, was to the effect that the "Shenan Maru" was in a sea-going condition and that her stay in Hongkong was not due to engine-breakdown.

Mr. Jenkin replied that he wished to hear the evidence first. Chief Preventive Officer Wildin stated that at 11.30 p.m. on the 3rd inst. he, with a party of Revenue Officers, boarded the "Shenan Maru" off Tallowan, near Capatun. He asked for the Captain and the first defendant appeared. Defendant was asked why his schooner anchored there, and replied that the engines had broken down. The schooner was searched and the opium found under a cargo of coal in No. 1 fore hold. First defendant produced the clearance paper, which stated that the schooner was bound for Canton, and also referred to the name of a firm in Wing Lok Street, as the agents of the vessel.

Mr. Jenkin objected to this evidence. Proceeding, Mr. Wildin stated that he mustered the crew on the upper deck and first defendant pointed out the second accused as the man in charge of both the coal and opium. First defendant mentioned this after the opium was discovered.

Mr. Jenkin again raised objection. Mr. Wildin added that the "Shenan Maru" was towed to Hongkong and the defendants arrested. Mr. Jenkin: At the time of your questions you had decided to take action as was proper under the Opium Ordinance?

Mr. Wildin: Yes. In conversing with defendants you had not the assistance of Fokinese interpreters?—No.

The final part of call of the schooner was Canton?—Yes, according to the ship's paper. You had no information to the contrary?—Yes, I had information that the final part of call was other than what was set out in the clearance paper.

The engines, in point of fact, were broken down?—No. They were in perfect sea-going order. Was that as a result of your personal inspection of the engines?—No. As a result of the examination by the Government Marine Surveyor. But my personal observation was that the schooner had three masts and had a full complement for sail.

What is the tonnage of the "Shenan Maru"?—She is about 150 tons and carried 190 tons of coal. Did you speak to first defendant without the intermediation of any interpreters?—Yes, I spoke to him in Cantonese. Speak to him now in Cantonese what you spoke to him that night. Mr. Wildin tried several times, but his efforts were unavailing.

Mr. Jenkin: You said that the first defendant told you direct that the second accused was in charge of the coal and opium? In what language did he speak to you? Mr. Wildin: In Cantonese. At the request of Mr. Jenkin, Mr. Wildin again demonstrated his knowledge of Cantonese but failed to make first defendant understand.

Mr. Hutchison asked Mr. Jenkin what was his point. Mr. Jenkin replied that if first defendant made a statement against second defendant it could not be evidence against the latter unless it was made in second defendant's presence and with his authority. Mr. Wildin had not established that first defendant had said that his friend in the dock was in charge of the opium.

Mr. Wildin still maintained that he spoke to first defendant and the latter conversed with him in Cantonese and they understood each other. Mr. Jenkin: You had a long conversation with first defendant on the schooner in Cantonese and got his answer. But you fail to converse with him now?

Mr. Hutchison: Whose fault is it? Mr. Jenkin: You do not suggest that first defendant has been apprised of what you have said now and that he is now pretending not to understand Cantonese? Mr. Wildin: No.

Mr. Jenkin explained that his point was that Mr. Wildin secured the information against second defendant through a number of people who spoke Fokinese and Cantonese. He

JAPANESE ADMIRAL LANDS.

TRAINING SQUADRON HERE.

A training squadron of the Japanese Navy consisting of the R.I.J.M.S. "Asama" and R.I.J.M.S. "Iwate" arrived in port this morning under the command of Vice Admiral Fumagoshi. The customary salutes were fired and shortly before 11 o'clock the Vice Admiral and his staff landed at Blake Pier to pay an official call at Government House. The party was met at the Pier by the Japanese Consul, while a body of police under A.S.P. Burlingham and Inspector P. O'Sullivan formed a cordon around the immediate vicinity. Motor cars were provided for conveying the visitors to Government House. Later in the day H.E. the Governor returned the call. Tomorrow a tiffin is being given at the Hongkong Hotel by the Japanese community, when the guests will include H.E. the Governor, H.E. Major General Ventris, Commodore Bowen-Smith and the Colonial Secretary, Hon. Mr. A. G. M. Fletcher.

was sure Mr. Wildin could not hold any competent conversation direct with first defendant. It could not be said that first defendant was bluffing now for he (Mr. Jenkin) had experienced the same difficulty in getting instructions from him. A Fokinese interpreter had to be engaged to obtain the instructions. Mr. Jenkin proceeded to say that the statement alleged to have been made by first defendant against the second defendant showed that the former knew that the opium was on board his schooner. It was the most important part of Mr. Wildin's evidence. It could not be admitted. Moreover, Mr. Wildin had no right to hold a Court of Enquiry on the schooner by asking questions on board. That was the function of a Magistrate only. If his Worship thought that his (Mr. Jenkin's) questions were irrelevant (Mr. Jenkin) would not proceed with further queries.

Mr. Hutchison: You misunderstood me. Mr. Jenkin pointed out that there would certainly be a general chatter among the people on the schooner when such an unusually big quantity of opium was discovered. Mr. Wildin might have obtained the information against second defendant from these people.

Mr. Jenkin: A fair view of what took place on board the schooner was that you got the information about second defendant in the course of the general chattering on board. Everybody on your side was trying to know everything and everyone on defendants' side was trying to give you the information? Mr. Wildin: No. No one could imagine that silence prevailed while you were speaking to first defendant. What is the first defendant's nationality?—I at first thought he was a Japanese. Mr. Jenkin asked his Worship not to put too high a value on an admission by a Japanese to an English officer in Cantonese, a language in which neither of them would be expected to be proficient.

Mr. Hutchison: Mr. Wildin knows much about Cantonese. Answering further questions Mr. Wildin stated that personally he was convinced that first defendant knew that the opium was on his schooner all the time. He did not administer any caution when he spoke to first defendant on the schooner. At the Harbour Office first defendant told him the name of the agents of the "Shenan Maru." Witness asked second defendant if the information was correct and the latter replied in the affirmative.

Mr. Jenkin asked for the production of defendants' statements. The statements were produced by a Sergeant Interpreter, who said that he explained the charge to first accused through a Hoklo interpreter. Mr. Hutchison: Mr. Jenkin, do you mean to say that two persons who talk two different languages, cannot converse together? Mr. Jenkin said that was not his point. His point was that a conversation of this nature could not be a conclusive admission used for the purpose of establishing a man's guilt.

The question of the Government Marine Surveyor's attendance was then discussed. Mr. Jenkin: If the Revenue Department did not object when I state that the fair reading of the Surveyor's report is this "That the schooner could go to Canton in her state on the 3rd but it would not be the action of a prudent captain," it will not be necessary to call the Marine Surveyor. Mr. Hutchison intimated that he desired to hear the Marine Surveyor and adjourned the case until Monday afternoon.

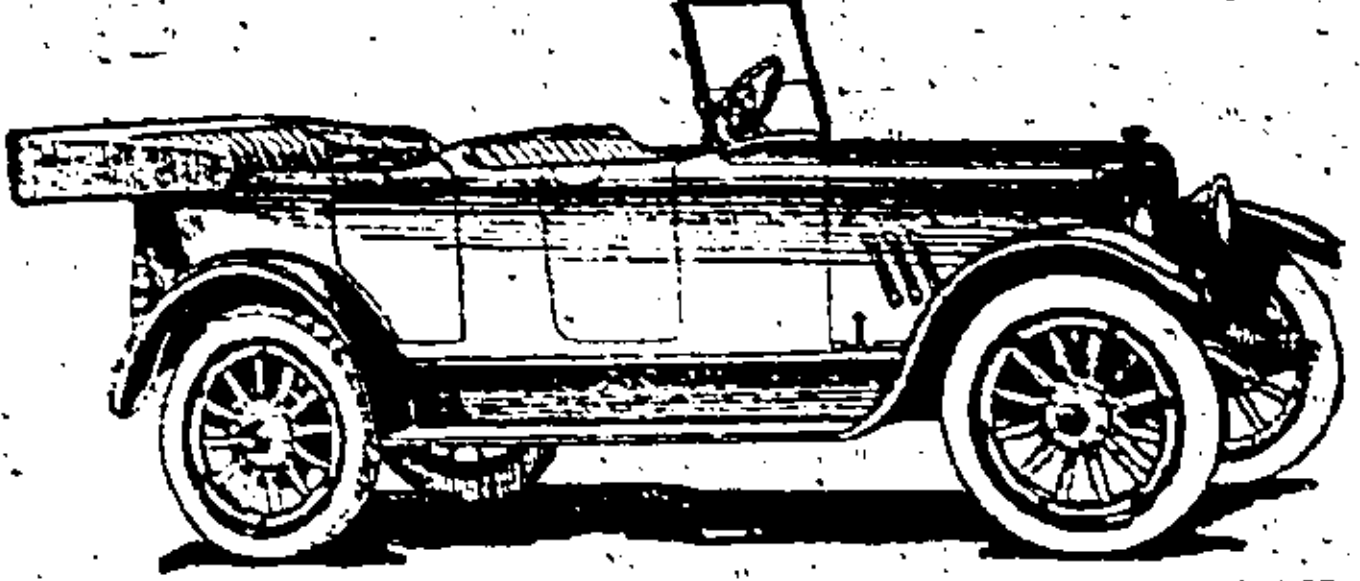
Mr. Jenkin observed he had two submissions to make. The first, that the so-called admission by first defendant was not admissible and the second, that in the absence of this admission there was no evidence upon which there could be a conviction for possession within the Ordinance.

Mr. Hutchison remarked that he would hear Mr. Jenkin's address, at the next hearing.

Six "WALLA WALLA" BOATS are at Blake Pier for your service. Phone 3810.

MERCURY MOTOR CAR CO.

59-61 Des Voeux Road Central, HONGKONG.



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BRANCH: 1540
WEST HONGKONG BRANCH: 1540
WONG SHIP: 529

CARGO BROACHING.

COMMON IN HONGKONG.

THEFTS FROM THE "NANKIN."

Before Magistrate Hutchison this morning, a cargo coolie was charged with the theft at 9.30 p.m. yesterday, from the P. & O. s.s. "Nankin," of 45 handkerchiefs, which formed part of the ship's cargo.

When asked to plead, the defendant said: "I did not steal the handkerchiefs. After work yesterday, I had a meal on board, and took a little too much *san-shu*. I became tipsy and went to sleep on some boxes of cargo. The quartermaster found me there and charged me with theft of the handkerchiefs which were lying on the floor of the hold some distance from me."

The quartermaster said that last night he was superintending the discharge of cargo in the ship's hold, when he saw the defendant break open a case of handkerchiefs with his cargo hook and steal a bundle which he tied round his legs.

The Magistrate: You actually saw him tying the handkerchiefs round his legs?—Yes.

You must have been watching him for a long time?—About two minutes.

The Magistrate decided to convict. Mr. Burlingham, A.S.P., who was present in Court, said that before his Worship passed sentence he would like to point out to him the fact that the broaching of cargo was becoming very common lately.

The C. S. F. had only the other day received a letter from the Chamber of Commerce complaining about this unsatisfactory state of affairs, and asking the police to take steps to put an end to it. In the circumstances, he would ask for a heavy penalty.

The Magistrate passed sentence of three months' hard labour.

Inspector Spears, of the Water Police, then charged another cargo coolie with the theft, also, from the s.s. "Nankin," of a length of black lining cloth.

The defendant pleaded "not guilty."

He said that other coolies stole the cloth, and in the excitement of getting away, one of them dropped the piece in question on the deck. It was found near witness and he was accused of stealing it.

A Chinese watchman employed by the P. & O., said that yesterday he was on duty on the wharf when he saw the defendant trying to sneak down the gangway. He stopped him and found the cloth hidden under his armpit.

Sentence of six weeks' hard labour was passed.

ANOTHER CASE REMANDED.
The master of a junk and six of his *shiks* were this morning formally charged before Magistrate Hutchison with the unlawful possession on board their vessel, in the harbour, of a quantity of rope valued at \$300.

They all pleaded "not guilty." Inspector Spears, of the Water Police, who prosecuted, applied for a week's remand.

Mr. D. H. Blake, who appeared for the first defendant, raised no objection, and said that he understood that the police had no objection to his client being allowed out on bail of \$250.

Inspector Spears said that was so. He was ordered to accept bail in the sum of \$250 for the first defendant and \$10 each for the others.

The Magistrate: You have custody of the junk, I suppose?—Yes. In order that the junk might be released, Mr. Blake asked that bail be increased, and the Magistrate fixed bail in the sum of \$1,000 and ordered the release of the junk.

Addressing Inspector Spears, the Magistrate enquired if there were any special reason for applying for a week's remand.

The Inspector: Yes, your Worship. There have been many thefts of rope from ocean-going vessels lately, and I want to wait for the arrival of the "Paul Lecar" in port before proceeding with this case. I hope to have the rope identified.

The Magistrate: When is she due?—About the 16th. All right. I will fix the hearing of the case provisionally for Friday next at 2.15.

A Shanghai French Consular Court warrant for the arrest of one J. Bruch, a Rumanian, on a charge of murder alleged to have been committed at Hankow, has been executed at the Universal Hotel, Broadway, and prisoner handed over to the French authorities.

ST. MARGARET MARY.

CELEBRATIONS IN HONOUR.

LOCAL COMMITTEE APPOINTED.

A well-attended meeting of representatives of various Catholic societies and confraternities was held at the Mission House, Caine Road, yesterday evening to consider arrangements for celebrations in honour of St. Margaret Mary, who was recently canonised by His Holiness the Pope. His Lordship Bishop Pozzoni explained that the object of the proposed celebrations was to render homage to the Sacred Heart of Jesus, devotion to Whom had been so widely extended through the mission of St. Margaret Mary. It was decided that the celebrations, which would take the form of a literary and musical festival, should be held on October 17.

The following Committee was appointed:—

Brother Aimar, Miss Angela Alves, Chev. J. M. Alves, Mr. M. E. Baptista, Mr. L. A. Barton, Miss M. B. Bond, Mrs. Francisco Botelho, Lt.-Col. F. J. Bowen, Mr. W. G. Fitz-Gibbon, Miss Herencia Graca, Mr. J. M. Graca, Commander F. M. Hodgson, R.N., Miss M. Laureiro, Miss Cecilia Machado, Very Rev. Fr. de Maria, Mr. E. J. Noronha, Very Rev. Fr. Norz, Mr. A. F. Osmund, Mr. J. D. Osmund, Rev. Fr. Riganti, Mr. Simon Tze Yan, Miss Maria A. Rozario, Mr. V. F. Soares, Rev. Fr. Souvey, Rev. Fr. Spada and Rev. Fr. Valtorta.

The first meeting of the Committee will be held at the Mission House, Caine Road, on Monday, September 13, at 6 p.m.

BUBONIC PLAGUE.

STEAMER INFECTED.

DEATHS AT HONGKONG.

Kobe's quarantine authorities were kept unusually busy when the "Borneo Maru" of the Nanyo Yusen Kaisha line reached Kobe from Java. After the ship's departure from Java for Japan on July 29, one seaman became ill with the Bubonic plague and died soon afterward. While she was in Hongkong early this month three more seamen contracted the epidemic and succumbed to the disease almost at the same time. When she reached Moji August 10 she was ordered there for ten days' quarantine and after that period had expired she went to Kobe. She was again given a thorough quarantine in that port. She brought about 3,100 tons of freight including sugar, oil and other goods all of which will be completely fumigated before they are landed. No member of the ship's crew is permitted to land until the quarantine is over.

HONGKONG EDUCATION.

JUNIOR MASTERS WANTED.

ADVERTISEMENT IN HOME PAPER.

An advertisement in the *Times* inserted by the Board of Education invites applications for the following vacancies in the Hongkong Education Department:—

Four Junior Masters—Trained Teachers, preferably Graduates, qualified to teach Physics, Chemistry and Mathematics up to the Matriculation standard. Salary £400, rising by annual increments of £20 to £440 a year during probationary period, and afterwards £460, rising by £20 to £500 a year.

KINEMA NOTES.

HONGKONG THEATRE.

To-night will be the last opportunity that patrons of the Hongkong Theatre will have of seeing the fine British film, "The House of Temperley," produced by the London Film Co.

To-morrow a new drama, the name of which will be advertised, will be screened.

Mr. A. Dyer Ball occupied the bench in the small court at the Magistrate's this morning, when Mr. N. L. Smith who is on one month's leave.

MARINE COURT CASES.

SEQUEL TO COLLISION.

WATER POLICE IGNORED.

Before Commander C. W. Reckwith, R.N., at the Marine Court yesterday, the master of the steam launch "Leeding" was charged at the instance of the master of the "R. D. L." with failing to observe the rule of the road in the harbour, thereby causing a collision.

The defendant said that he was not at the wheel of the launch at the time of the collision. The wheel was in the charge of a seaman.

The complainant stated that at 10.15 a.m. on the 4th instant he was going from the Harbour Office wharf towards the Central Railway and had just cleared the Canton boat at her wharf. He said the defendant's launch "Lee Hing" on his (complainant's) port side close to. He went full speed astern, the defendant keeping his course until he collided doing considerable damage to the "R.D.L."

Two previous convictions having been proved against the defendant, the Magistrate suspended his licence, and ordered him to pass a further examination before the certificate be returned to him.

All the damage sustained by the "R.D.L." was to be made good by its owner.

The master of the steam launch "Hingfat" was next charged with a similar offence. He pleaded "guilty."

Remarking that this was a case of being on the wrong side of the Fairway, the Magistrate said that he had a doubt if the coxswains understood the regulations as now explained to them. He discharged the defendant.

A case in which the master of the steam launch "Leeding" was charged with failing to stop his launch when called upon to do so by the police was then heard.

L. S. Carey said that on August 27, he was on duty in the harbour when he saw defendant's launch stop in the western junk anchorage. He went down toward him, but when the defendant saw his launch he went astern. Witness stopped him and searched him, and found some coal in the bilges, about 2 to 3 cwt. He then left him in the Southern Fairway, but the defendant went back into the junk anchorage and witness saw a sampan go alongside her. Witness called upon defendant to stop as his movements were most suspicious. He called out to him both by voice and steam whistle and as he refused to stop he fired his revolver over the head of the coxswain at the wheel. The defendant then stopped. It was about five minutes after witness called on him that he stopped.

The defendant stated that he did not know it was his launch that was being called on to stop. The Police launch was about three or four lengths behind.

The Magistrate found the case proved against the defendant, and fined him \$15 or one month's hard labour.

OBITUARY.

MR. E. A. BARNARD.

DEATH AT SHANGHAI.

The death occurred in Shanghai on September 3, of Mr. Ernest A. Barnard, of the Shanghai Land Investment Co., Ltd., who was very well known in the Settlement of which he had been a resident for over 20 years. Mr. Barnard came out to the Far East about 1898 for Messrs. Hall & Holtz and remained with that company until a few years ago. He was then with the Customs for a year or two after which he joined the Shanghai Land Investment Co., Ltd., as clerk of works in which capacity he has worked for the last three years. He was very prominent in Masonic circles being Master of Chinkiang Lodge and having held other offices. Mr. Barnard, who was 43 years of age, was unmarried.

MR. M. C. CLARE.

On September 2 there also passed away in Shanghai Mr. M. C. Clare, M.A., headmaster of the Jewish School, who had only been in Shanghai about a year. He arrived there from Hongkong and for several months was employed at the Thomas Hanbury School. Deceased had been a wide traveller, having worked in South Africa and the West Indies before coming East. His son was killed in France. Deceased, who was 54 years of age, was an Irishman, a graduate of Trinity, Dublin, and leaves his mother and widow to mourn his death. Both are resident in England.

FLYING HEARSE.

AEROPLANE FOR MOURNERS.

The first flying hearse built in the United States, says a message from Atlantic City, New Jersey, to the *St. John's Daily Star*, will be formally launched at the undertakers' convention next month.

A passenger aeroplane, with accommodation for 15 persons, is also being built as a part of the funeral equipment.

PASSAGE MONEY.

CLAIMS FOR REFUNDS.

BY MEN WHO SERVED WITH COLOURS.

The following telegram has been received from the Secretary of State for the Colonies, London:—

Extension of Army Order No. 275 of 1918 which authorised refunds of passage money for those who proceeded from abroad after the declaration of war and joined the British Army.

1. An extension of the date for the submission of claims under terms of Army Order No. 275 of 1918 will be allowed up to December 31, 1920, inclusive for the following special categories who were unable to submit their claims before the 1st September, 1919. No others will be considered.

(a) Those who were actually engaged in military operations in distant parts of the world. Places other than France, Belgium or the area of the Rhine Army.

(b) Those who were incapacitated by wounds or illness contracted on active service.

(c) Those who were killed in action or died from the result of wounds or illness contracted during their service. In these cases application should be made by or on behalf of the nearest relative.

2. Each claim must be accompanied by a full statement of the reason which prevented its submission before the 1st September, 1919. Claims will be considered on their merits provided that they come within the above categories and are supported by the particulars regarding date of sailing from abroad, date of arrival in the United Kingdom, date of enlistment, etc., required by Army Order No. 275 of 1918. Full regimental particulars (rank, regimental No. and last regiment) of the applicant should be stated. All claims must be submitted to the War Office or to a recognised Military Authority on or before December 31, 1920. No extension of this date will be allowed.

3. Applications should if necessary be rendered without waiting for the Steamship Company's certificate required by paragraph 3 of Army Order No. 275 of 1918 which should be forwarded when obtained. A note that this will be done should be made on the claim. In cases where an application was made since August 31, 1919, and the necessary documents were supplied notification to this effect should be sent to the Secretary, War Office, Whitehall, London, S.W.1.

LEGS BADLY CRUSHED.

A TRUCK ACCIDENT.

WOMAN'S UNFORTUNATE FALL.

A Chinese woman aged 48 years, was yesterday admitted to the Government Civil Hospital suffering from injuries to her legs. The patient, with others, was driving a truck along Morrison Hill Road, when she suddenly slipped and fell. Before the others could apply the brakes, the truck ran over her legs, badly crushing them. She was unconscious when picked up by the police.

ANOTHER SIX WEEKS.

BACK TO JAIL.

A ROGUE AND A VAGABOND.

The Chinese who was yesterday remanded by Magistrate Hutchison on a charge of being a rogue and a vagabond, was again before the Magistrate this morning.

Addressing Inspector Willis, the Magistrate enquired if it were a fact, as the defendant alleged yesterday, that he had been in jail before.

The Inspector: It is quite correct, your Worship. The defendant was only recently discharged from jail after serving six weeks for snatching.

The Magistrate: Another six weeks. Two cases of enteric fever, one of which was fatal, are recorded in to-day's return of notifiable disease. Both cases were Chinese.

BANQUE INDUSTRIELLE DE CHINE (A FRENCH BANK)

Capital Paid-up and Surplus ... Fcs. 105,000,000.00

The organisation of the Bank enables it to open CURRENT ACCOUNTS, SAVING ACCOUNTS and to accept FIXED DEPOSITS in local currency and ANY FOREIGN CURRENCY.

These accounts and deposits may be converted AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars
BANQUE INDUSTRIELLE DE CHINE,
(HONGKONG BRANCH)
Queen's Building, 5, Queen's Road.

MURDER CHARGE.

KOWLOON DOCKS QUARREL.

ACCUSED REMANDED.

The Chinese who was on Wednesday arrested by the police at Hung-hom for the alleged murder of another Chinese at the Kowloon Docks, in the course of a quarrel in which he was stated to have attacked the deceased with an earthenware pitcher, was this morning formally charged before Mr. Dyer Ball at the Magistracy and remanded for a week on the application of Inspector Aris, who prosecuted.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Hangsang," Captain Holmwood, 1,356 tons, arrived this morning at 8 a.m. from Swatow with 395 tons of general cargo and 7 bags of mail.

The s.s. "Yei Maru No. 2," Captain Nishikawa, 1,624.59 tons, arrived this morning at 7.30 a.m. from Chin Wan Tao with 3,300 tons of coal.

The s.s. "Persia Maru," Captain Watanabe, 2,670.69 tons, arrived this morning at 7.55 a.m. from Nagasaki with 1,268 tons of provisions, cotton yarn etc.

DEPARTURES.

The s.s. "Kaga Maru," Captain Nojiri, sailed for London via Singapore, at 10 a.m. to-day with 750 tons of general cargo.

The s.s. "Kwanglee," Capt. Sangster, sailed for Shanghai at 4.30 p.m. to-day with 1,500 tons of general cargo.

The s.s. "Takung," Capt. Ritchie, sailed for Manila at 3 p.m. to-day with 1,700 tons of general cargo.

The s.s. "Tientsin," Capt. Dillon, sailed for Saigon at noon to-day with 800 tons of general cargo.

The s.s. "Suntak," Capt. Cortez, sailed for Saigon at noon to-day with 300 tons of general cargo.

The s.s. "Haiching," Capt. Stewart, sailed for Foochow via Swatow at 4 p.m. to-day with 1300 tons of general cargo.

CLEARANCES.

The s.s. "Yei Maru No. 2," Jap., cleared to-day and will sail for Chin Wan Tao at 6 p.m. to-morrow.

The s.s. "Fushimi Maru," Jap., cleared to-day and will sail for Seattle via Shanghai at 11 a.m. to-morrow.

The s.s. "Amakusa Maru," Jap., cleared to-day and will sail for Keelung via Swatow at noon to-morrow.

The s.s. "Hongwa," British, cleared to-day and will sail for Rangoon via Amoy at daylight to-morrow.

TO-DAY'S ADVERTISEMENTS.

HONGKONG VOLUNTEER DEFENCE CORPS.

NOTICE.

A MEETING OF OFFICERS and N.C.O.'s will be held at Headquarters on MONDAY, 13th instant at 6.15 p.m. All Officers and N.C.O.'s are requested to attend.

G. P. E. RAPSON,
B. Major,
Adjutant, H. V. D. Corps.
Hongkong, 7th September, 1920.

WANTED.

DOWN on Hongkong side preferable located in Kennedy Town to accommodate about 3000 to 4000 tons merchandise. Anyone interested in the leasing of such godown kindly reply to undersigned care of the paper, giving full particulars regarding length of lease, rental, location, etc.

NOTICES.



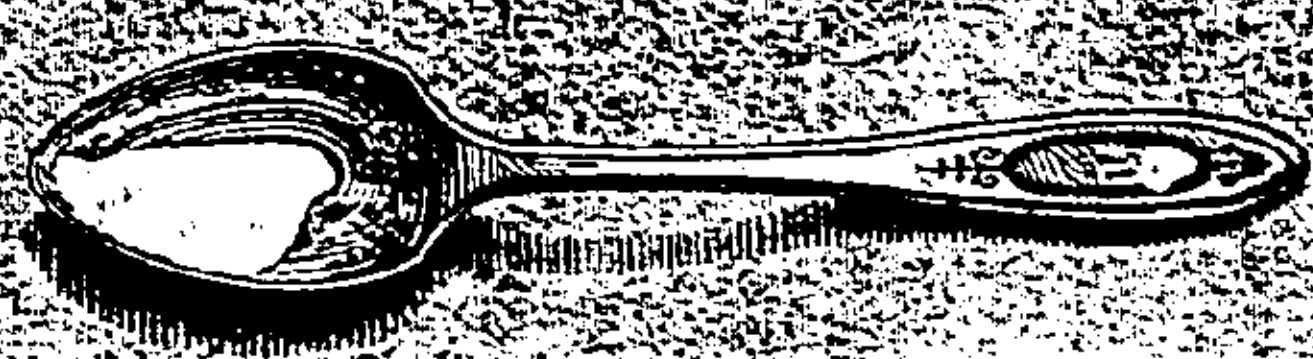
THE ADAM COMMUNITY PLATE

THE ADAM is our latest acquisition in Community—the new design just recently brought out by the Onida Community and one of the most beautiful things ever achieved in silverware.

Like all the other Community designs, the ADAM is supplied both in chests containing complete table outfits, or in separate pieces.

SOLE AGENTS:

LANE, CRAWFORD & CO.



COLUMBIA GRAFONOLA

THE SUPREME INSTRUMENT OF MUSIC

THE ANDERSON MUSIC CO., LTD. (THE COLUMBIA SHOP)

THE OPTICAL COMPANY
11, QUEEN'S ROAD CENTRAL.
SPECTACLES, EYEGLASSES, LENSES, etc.
(Optometrists) CHARGE—L. CHAN, Opt. D.
EYES TUNED FREE OF CHARGE.

AH MEN AND HING CHEONG
TAILORS
DRAPERS AND OUTFITTERS
have REMOVED to
No. 54, QUEEN'S ROAD CENTRAL.

PEPSODENT
TOOTH PASTE
FRESH STOCK JUST ARRIVED.
COLONIAL DISPENSARY.
14, Queen's Road Central. Telephone No. 1877.

TANSAN
received the highest award
A GOLD MEDAL
from a committee of critical judges at the
Anglo-Japanese Exhibition
which testifies to its excellence and purity.
Beware of bogus imitations. No Tansan is genuine unless the label bears the name of
J. CLIFFORD-WILKINSON.

Unrivalled as a drink. Mixes well with Wines, Spirits of Milk.

TANSAN raises the spirits and excites sanguine anticipation, even as a flagon of wine exhilarated the monks of old.

For the good old friar of orders grey
Would have waived the flagon of wine away
And consoled himself as any man can
With bubbling, sparkling, cool Tansan.

Tansan can be obtained at all first class Hotels, Bars and Clubs in the Far East.

AGENTS:—

GANDE, PRICE & CO., LTD.
Tel. No. 128. 8, QUEEN'S ROAD CENTRAL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

HONGKONG-CANTON LINE

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

SAILINGS—

To Macao—daily at 8 a.m. and 8 p.m. (Sundays at 9 a.m.)
From Macao—daily at 8.30 a.m. and 2 p.m. (Mondays at 7 a.m.)
and 5 p.m. Sundays at 5 p.m. only.

Police permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions,
or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

NEW YORK BERTH.

Via SUEZ CANAL.

S.S. "EGREMONT CASTLE"

Sailing on or about 14th September.

LLOYD TRIESTINO

FOR SHANGHAI AND JAPAN.

S.S. "AFRICA".....Sailing on or about 6th October.

FOR BRINDISI, VENICE, TRIESTE, Etc.,

TAKING CARGO ON THROUGH BILLS OF LADING

FOR LEBANT, BLACK SEA & DANUBE PORTS.

Via SINGAPORE, PENANG AND COLOMBO.

S.S. "HUNGARIA"

Sailing on or about 2nd October.

S.S. "AFRICA"

Sailing on or about 17th November.

Passengers' Luggage can be insured at the office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Service between

JAPAN, HONGKONG & JAVA

FOR JAVA.

S.S. "BORNEO MARU".....Sailing on or about 18th September.

S.S. "SAMARANG MARU".....Sailing on or about 10th October.

FOR JAPAN.

S.S. "RIKUN MARU".....Sailing on or about 14th September.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA).

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING FOR SOUTH AFRICAN PORTS with
transshipment at CAIRO, in conjunction with the INDO-CHINA STEAM
NAVIGATION CO., LTD. AND AFCEA LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,

via Steel Ship Plates, Angles and Bars.

Also Shipchandlery Articles.

Telephone No. 1112. 25, Wing Wai Street, Canton.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAM-

BURG—Monthly direct service via Singapore and Port Said.

ATLAS MARU.....Saturday, 25th Sept.

ARGON MARU.....Saturday, 9th Oct.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and

Cape Town via Singapore.....Tuesday, 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via Spore.

INDUS MARU.....Sunday, 12th September.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly

service.

UNNAN MARU.....Saturday, 2nd Oct.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Island.

KUNAJIRI MARU.....Monday, 27th September.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Regular fortnightly service touching at immediate ports in

Japan and taking cargo Overland points U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

ARABIA MARU—Regular monthly service via Japan ports; San Francisco,

Honolulu & Cuba Ports.....Monday, 20th September.

NEW ORLEANS LINE.

SUMATRA MARU.....Monday, 6th November.

JAPAN PORTS—(all Shenghai omit Yokohama)

ANDES MARU.....Monday, 13th September.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon passen-

gers and will arrive at and depart from the O.S.K. wharf

near the Harbour Office.

FALIO MARU.....Sunday, 13th September.

ANAKUSA MARU.....Saturday, 11th September.

TAKAO via SWATOW and AMOY.

GOHEU MARU.....Thursday, 23rd September.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

CHINA AUSTRALIA MAIL S. S. LINE.

For AUSTRALIAN PORTS via MANILA & BANDARAN.

"HWAH PING".....Sailing Sept. 15th.

"VICTORIA".....Sailing Oct. 1st.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

Agents.

112, Commercial Road Central.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SHANGHAI, SINGAPORE, SWATOW, AMOY, HONGKONG, CANTON, MACAO, HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

SHANGHAI.....SUNDAY, Sept. 11, at 4 p.m.

SHANGHAI & SINGAPORE.....CHINA, Sept. 12, at 4 p.m.

SHANGHAI & TIENTSIN.....CHINA, Sept. 13, at 4 p.m.

AMOY, SHANGHAI AND FUKOW.....SUNDAY, Sept. 14, at 10 a.m.

SWATOW & BANGKOK.....SUNDAY, Sept. 14, at 2 p.m.

WEIHAIWEI, CHEFOO & TIENTSIN.....SUNDAY, Sept. 14, at 2 p.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent

Saloon accommodation, electric light and fans in Saloon and

State-rooms. Regular schedule service between Canton, Hongkong, Shanghai

(three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading

to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe)

"CROSSKEYS".....About Sept. 25th.

"ICONIUM".....About Oct. 6th.

For PORTLAND, ORE.

"WAWALONA".....About Sept. 11th.

"MONTAGUE".....About Sept. 15th.

For NEW YORK.

"CAPE MAY".....About Sept. 16th.

"ELDENA".....About Oct. 15th.

"CITY OF JOLIN".....About Nov. 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

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SHIPPING

C. P. O. S.

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

From

Empress of Japan.....Sept. 16.....Oct. 3

Empress of Asia.....Sept. 23.....Oct. 11

Empress of Russia.....Oct. 21.....Nov. 18

Monteagle.....Oct. 28.....Nov. 18

Empress of Japan.....Nov. 9.....Nov. 28

Empress of Asia.....Nov. 18.....Dec. 6

Empress of Russia.....Dec. 19.....Jan. 24

Monteagle.....Dec. 21.....Jan. 24

Empress of Asia.....Jan. 13.....Jan. 31

Empress of Japan.....Jan. 19.....Feb. 9

Empress of Russia.....Feb. 10.....Feb. 28

Passengers to Europe are strongly urged to determine the exact

date of the Atlantic sailing before departure from the Orient.

Trade conditions on the Atlantic are as congested

as on the Pacific. Atlantic reservations can be arranged by cable

or letter for all passengers to Europe, whether or not crossing

the Pacific via C.P.O.S. steamers. Frequent sailings allowed

to Liverpool, London

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"JEYPORE" (Cargo)	7,400	17th Sept.	MARSHALLS LONDON & A'Werp.
"DILWARA"	5,400	17th Sept.	SINGAPORE, COLOMBO & BOMBAY.
"ANITA"	9,000	25th Sept.	MARSHALLS LONDON & A'Werp.
"NANKIN"	8,900	25th Sept.	MARSHALLS LONDON & A'Werp.
"KASHGAR" (Cargo)	8,900	30th Oct.	MARSHALLS LONDON & A'Werp.
"ALPORA" (Cargo)	5,300	30th Oct.	MARSHALLS LONDON & A'Werp.

BRITISH INDIA-APCAR SAILINGS (South)

"TANDA"	7,000	24th Sept.	Straits, Bangkok and Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"KAN WNA"	7,000	24th Sept.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	6th Oct.	

SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR"	4,600	19th Sept.	Shanghai and Japan.
"ST. ALBANS"	4,300	17th Sept.	Japan direct.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.
For Saloon Passengers may travel by P.O.S.N. Company's steamers between Singapore and Calcutta, or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers are fitted with Electric Fans free of charge.
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Comptroller and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within two days of the arrival of the goods, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For further information, Passage Fare, Freight, and books, etc., apply to MACKINNON, MACKENZIE & CO., Agents.
No. 12, Des Voeux Road Central, HONGKONG.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

YOKOHAMA MARU... Saturday, 11th Sept., at 11 a.m.
KATSUMI MARU... Thursday, 30th Sept., at 11 a.m.
TAKUMA MARU... Friday, 2nd Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

YOKOHAMA MARU... Monday, 20th Sept., at Noon.
TAMBA MARU... Friday, 1st Oct., at Noon.
MISHIMA MARU... Friday, 15th Oct., at Noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU... Friday, 29th October.

LIVERPOOL & MARSEILLES via Singapore, Colombo Suez and Port Said.

TOTTORI MARU... Tuesday 28th September.
WAKASA MARU... Friday, 2nd October.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU... Wednesday, 2nd Sept., at 11 a.m.
HIKIO MARU... Wednesday, 30th Oct., at 11 a.m.

NEW YORK via Panama.

CALCUTTA MARU... Sailing from Kobe... Sunday, 26th September.

SOUTH AMERICAN PORTS via Cape.

TOKA MARU... Sailing from Singapore... Beginning of October.

BOMBAY & COLOMBO via Singapore.

TALAN MARU... Wednesday, 15th September.
YETOROFU MARU... Beginning of October.

CALCUTTA & BANGGON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU... Saturday, 18th September, at 11 a.m.
AKI MARU... Saturday, 18th October, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SANO MARU... Friday, 17th September, at 11 a.m.
SHINJI MARU... Monday, 20th September, at 11 a.m.
KIPARO MARU... Thursday, 23rd September, at 11 a.m.

For further information apply to NIPPON YUSEN KAISHA.
E. YASUDA, Manager.
Telephone Nos. 226 & 227.

SHIPPING.

PRINCE LINE FAR EAST SERVICE.

For NEW YORK.

S.S. "CELTIC PRINCE" on or about 10th October.

Steamers proceed via SUEZ CANAL or PANAMA CANAL at Owners' option.

For freight and further particulars, apply to:

SHEWAN, TOMES & CO., Agents.



HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
"PERSEA MARU"	9,000	Sept. 17th.
"K. I. MARU"	8,000	Sept. 30th.
"SIBERIA MARU"	20,000	Oct. 1st.
"TENYO MARU"	22,000	Oct. 22nd.
"SEINYO MARU"	24,000	No. 22nd.

Calling at Shanghai. Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HIO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALL, O, MOLENDINO, ARICA & IQUIQUE.

Thence by TRANS-ANDAN ROUTE TO BUENOS AIRES.

STEAMERS.

SEIKO MARU... 14,000... Nov. 8th.

For full information regarding passage, freight and sailing, apply to—

Y. TSUTSUMI, Manager. Tel. Nos. 1374 & 1375.

King's Building. Agents at C.O.O. Messrs. T. E. GRIFFITH, LTD.

HORLICK'S MALTED MILK

(MALTED BARLEY, WHEAT, AND PURE FULL-CREAM MILK).

The Food Drink with all the Virtues.

1. Generates force and sustains it.
2. Gives strength and maintains it.
3. Easily digested and completely absorbed.
4. Delicious and refreshing.
5. Ready to a moment's notice.
6. Suits all ages and conditions.
7. Keeps in all climates.

Supplied by all Chemists and Stores.

Also available in Tablet form to be dissolved in the mouth.

HORLICK'S MALTED MILK CO., SLOUGH, ENGLAND.

NOTICE.

We can supply the Best Steaming Coal on Short Notice for Ships and Local Consumers.

Satisfaction Guaranteed.

A TRIAL ORDER WILL CONVINCE YOU.

SANG KEE & CO.,

No. 73, Des Voeux Road Central.

Cable Add. "SANGKY." Tel. No. 8420.

THE KWONG HEE LUNG CO. LTD.

ENGINEERS AND SHIPBUILDERS, BOILER-MAKERS, BRASS AND IRON FOUNDRIES. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 200 feet long.

Town Office: 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.
Shipyard: Sham-Sui-Po, Kowloon, HONGKONG. Telephone No. 9.
Estimates furnished on application.
Hongkong, April 1, 1912.

SHIPS' STORES

Hardware, Metals, Paints and Oils.

Full Lines of Shipchandlery Supplies.

KWONG SANG & CO.,

Established in 1865.

57, 58 & 59 CONNAUGHT ROAD CENTRAL.

Tel. Nos. 2554 & 2555.

Godowns 754.

NOTICE.

HIGH CLASS PRINTING

AND

BOOK BINDING

DOWN AT

THE CHINA MAIL OFFICE

BOOKS & PAMPHLETS SPECIALTY

P. & O. S. N. COMPANY.

THE Steamship.

"JEYPORE"

1,800 Tons.

will be despatched for STRAITS PORTS, COLOMBO, PORT SAID, MARSEILLES, LONDON & ANTWERP direct.

on or about

MONDAY, the 13th SEPTEMBER.

For Freight apply to—

MACKINNON MACKENZIE & CO., Agents.

No. 12, Des Voeux Road Central, Hongkong.

Hongkong, September 7th, 1920.

SHIPPING

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.
Operating the New First Class Steamers
"EQUADOR" "VENEZUELA"
"COLOMBIA"
HONGKONG TO SAN FRANCISCO.
via SHANGHAI, Kobe, YOKOHAMA & HONOLULU.
THE SUNSHINE BELT.
The most comfortable route to America and Europe.
Sailings from HONGKONG at NOON.
"COLOMBIA" ... Wednesday, Oct. 8th.
"VENEZUELA" ... Wednesday, Nov. 3rd.
"EQUADOR" ... Wednesday.
PACIFIC MAIL S.S. CO.,
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EARLIER TELEGRAMS.

(Butler's Service to the China Mail.)

MINERS' STRIKE MENACE.

LONDON, September 8th.
Mr. Smilie stated that the miners' Executive were meeting this morning to consider Sir Robert Horne's proposal. Meanwhile, it is anticipated that the invitation will be accepted, but it may be pointed out that the proposed conference does not entail a pledge on either side. Meanwhile, the Government's attitude is apparently clear: it is willing to have the miners' wages determined by an impartial tribunal, but refuses the demand for the reduction by 15s. 2d. a ton of the price of coal, because the latter is a political, not an industrial, question.

It now seems in view of Sir Robert Horne's invitation to a conference that, despite Mr. Smilie's objection to the Industrial Court, there would be no great difficulty in agreeing to the personnel of the wages tribunal having confidence of both parties.

A feeling of optimism prevails in Labour circles today as a result of the miners' decision to accept Sir Robert Horne's invitation to meet him to discuss matters. It is believed that once both sides are again in touch there is every hope of the terrible calamity of the strike being averted. There is no intention any more that Lloyd George should see the miners' Executive to-morrow, though he may do so later, if there is a desire to submit any point to him.

UNEMPLOYED EX-SERVICE MEN.

LONDON, September 8th.
Mr. Macnamara, miners and labour representatives were present at a conference at Mansion House of the Mayor and the Chairman of the District Councils in the London area and Home Counties on behalf of Earl Haig's appeal to provide employment for ex-service men.

Mr. Macnamara, in the course of his speech, said that 5,000 soldiers and 200,000 officers had been absorbed in civil life, but there still remained on the registers 142,600 men, of whom 18,500 were disabled men, and 14,285 ex-officers, for whom billets must be found.

"We are approaching the final stage of our endeavour, but the realisation of all our hopes depends on the absence of a serious dislocation in the industrial field, and if the coal strike takes place, we can put up shutters."

Mr. Macnamara did not believe that the men who tunneled the strongest enemy positions were going to deal the land they fought for, their old comrades in arms this most calamitous blow. Mr. Macnamara denied that the Government was not doing its duty by the ex-service men, and pointed out that the Government was employing 125,456 ex-service men out of a total of 368,056. It was also employing 37,232 disabled ex-service men, or 10 per cent. of its entire service. Mr. Macnamara concluded by appealing to every town and county to make it a point of honour that there were no unemployed disabled men within their gates, and expressed the hope that there would not be many unemployed disabled men by the end of the present year.

ANGLO-FRENCH LOAN.

PARIS, September 7th.
A Havas message says: Through shipping gold, purchases of drafts and credit operation in New York, the French Treasury has already provided fully for the payment, on October 15th next, of \$250,000,000 gold representing France's share of the Anglo-French Loan floated in United States in 1915.

VIKING SHIP FOUND.

FORGOTTEN RITES.

SACRIFICE TO THE GODS.

A Viking ship which has been discovered in a bog not far from Alesund, in Western Norway, seems to belong to the 4th century.

The ship and the ship's boats had been totally broken up before burial; in conformity with some rites now forgotten and unknown. The ribs are cut loose from the planking, the boards are broken, and the keel is severed. The probability is that the ship was not the burial place of some chieftain but was sunk as a sacrifice to the gods.

All the fragments of the ship and the boats were placed in order in the bog, forming a line from south to north. The ribs had been cut into the soil. They are well preserved. It is hoped that the whole ship can be restored and reconstructed.

SUBDIVISION OF SHIPS.

MARGIN OF SAFETY.

LONG SHIPS BETTER THAN SHORT ONES.

BETWEEN 1891 and 1913-14 the standard of safety which was aimed at by subdivision was that a ship should remain afloat with one compartment flooded, and further that as a greater degree of safety in some cases she should be capable of remaining afloat with two compartments flooded, so as to provide for the contingency of a blow being struck rending the shell as well as a bulkhead dividing two compartments, and making both open to the sea. These two conditions really resolve themselves into one problem, namely, that of finding what length of a ship could be flooded without passing the margin of safety.

In the first case the question would be what length would be flooded when a bulkhead was not struck, and in the second case when it was struck. In the first instance it would be the length of one compartment, in the second it would be the length of two adjoining compartments. It is evident that for ships of definite proportions this length of one or alternatively two compartments would be a definite percentage of the length of the ship, whatever the absolute length might be. The percentage of length which gives the same measure of safety varies with the position of the compartment between bow and stern; it also varies with the ratio of freeboard to draught. This length of compartment, which is usually called the "floodable length" is at a minimum at 20 per cent. of the length from each end of the ship. The length of the compartment is about 15 per cent. of the length of the ship when the freeboard is 20 per cent. of the draught, increasing to 25 per cent. or even 30 per cent. of the length of the ship when the freeboard is 60 per cent. of the draught. These percentages of length of ship which can be flooded without passing the margin of safety give the spacings of bulkheads for what is called the one or two-compartment ship, and they are practically constant percentages, regardless of absolute dimensions. A constant percentage gives a shorter hold in a short ship than in a long one. Convenience of shipping and stowage cargo depends on the lengths of hold.

The length of a compartment has, therefore, to be considered from the point of view of convenience of cargo carrying as well as from that of safety of the ship. While 15 per cent. of a 600-ft. ship will give a compartment 90 ft. in length, which is ample for cargo considerations, it only gives 45 ft. of length in a 300-ft. ship which for some cargo purposes is not sufficient. It will thus be seen that it is easier to get good subdivision, or safety consistently with efficient cargo carrying in a long ship, than in a short one.—*Engineering*.

IN RICH AMERICA.

A PATHETIC STORY.

SELLING A CHILD FOR BREAD.

Babies advertised for adoption excite no special attention in New York, but the high cost of living seldom impels necessitous mothers to sell their offspring. Katharine McNulty, a native of Belfast, Ireland, an attractive young widow, publicly announces she will sell her 2½-year-old baby, Margaret, for £50, so that she can go away to the country and become cured of consumption. Mrs. McNulty told the newspaper reporters a pathetic story of her three years' struggle, since her husband died, to support Margaret and her five-year-old brother, and how she decided to sell the little one "for her own sake." Faced with the problem of slowly losing strength and leaving the little one orphan, she decided upon the plan to sell her offspring and try to regain health with the help of the money thus raised. "I have brothers in England," she said, "and they want me to come, but they are poor, and naturally don't want children." I have nobody else to help me.

CANCER AND RADIUM.

FRENCH DOCTOR'S DISCOVERY.

HOPES OF SUCCESS.

A guarded but none the less interesting statement has been made by Dr. Regaud, of the Pasteur Institute, who is reported to have told the International Congress of Gynecology, which has been sitting in Paris, that in his view, it was possible to cure cancer of the tongue by radium treatment. In an interview Dr. Regaud says that the news that cancer of the tongue and mouth can be cured by these means is premature. "We can cure superficial cancers—small cancers of the lips and tongue—thanks to a new method in which radium plays the principal part, but we have not yet been able to cure large, deeply-seated cancers affecting a considerable part of the mouth and tongue." The doctor expresses the view that such cancers are not of syphilitic origin, though he considers that syphilis is a predisposing cause. The doctor adds the warning that, though it is possible to announce a certain cure of the nature indicated, the public should guard against being deceived by hopes which may prove chimerical. "We are working, investigating, and hoping. Yes, we hope one day to conquer this horrible disease. We can say no more."

FIGHTING A COMBINE.

COMMONWEALTH SHIPS.

MR. HUGHES' ANNOUNCEMENT.

Mr. Hughes, the Premier, started a secret conference of State Premiers in Melbourne by announcing the immediate termination of the Federal wheat pool. He explained that the Commonwealth line of steamers was a desperate grip with the over-seas shipping combine. One vessel left Liverpool with only two tons of cargo; another left Capetown with nine tons. The fight was being conducted on lines calculated to deprive the Federal steamers of bringing cargoes back to Australia.

Accordingly the Commonwealth Government is unable to undertake the removal of the forthcoming wheat harvest, which is expected to be a bumper one owing to the recent rains. It is feared that there will be means of shifting the harvest without surrender is made to the shipping combine, which the State Premiers agree is impossible because it would be ruinous to hand over the export trade of Australia to a group of over-seas shipowners acting in concert to hold it up when convenient to themselves. Unless the situation improves (Australian rural industry is seriously threatened, while Europe will be deprived of vast quantities of badly needed Australian wheat).

GOVERNOR ANSON.

A LINK WITH THE PAST.

VOLUME OF REMINISCENCES.

It is only quite the older generation of dwellers in the Straits Settlements who will remember General Sir Archibald Anson, and also his very hospitable wife, Lady Anson. Sir Archibald is now within six years of being a centenarian, and is about to bring out a volume of reminiscences, "About Others and Myself," which will be published almost immediately by Mr. Murray. Major-General Sir Archibald Edward Harbord Anson was born in 1826, and entered the Royal Military Academy, Woolwich, in 1841, and became 2nd Lieut., R.A., in June, 1844, and passing through the different grades, retired with the hon. rank of maj.-gen., Aug. 26, 1879. He served at the Siege of Sebastopol in 1855, and in 1858 became inspector-general of police. Mauritius, and in 1862 was the permanent member of the British Mission to Radama II, of Madagascar on the occasion of his coronation. His connection with the Straits began in 1867 (over half a century ago), when he became lieutenant-governor of Prince of Wales Island, as Penang was officially known. He held the post for 15 years, and on three occasions administered the Government of the Straits Settlements: in 1871, 1877, and 1879. This led to the well-known remark of "Turn again, Whittington," though Sir Archibald never became the substantive governor of the Straits. He conducted the successful military operations for repelling the invasion of the state of Siam (Udon; 1875-76 (mal and clasp), and retired in 1892. He is a J.P. for Sussex.

TREATMENT FOR DYSENTERY.

CHAMBERLAIN'S Colic and Diarrhoea Remedy followed by a dose of castor oil will quickly cure the most severe cases of dysentery. It is especially good for summer diarrhoea in children. For sale by all Chemists and Druggists.

CORRESPONDENCE.

AN ENDANGERING SITUATION.

(To the Editor of the "China Mail.")

Dear Editor.—I should like to know if the C.S.P. issues orders to the police stations to inform persons who have been invited by a member of the H.K.P. to spend the afternoon with them, that they have no right to enter the station without asking permission.

The other afternoon I was asked to spend the afternoon at a police station and as I was going up the stairs I was accosted and asked back by the Inspector of that station and told I had no right to enter without asking permission. I was ignorant of such orders, if there be such, but I should like to know how he would take it if his own friends were asked to be in the same way after being invited.

I have called often at this station and at Central, accompanied by my friend, but nothing was ever said to me until I was alone. I consider it an insult as I have been informed that friends are permitted as long as they bear good characters such as I hold, but as I am only a "Private" in the Wills, I suppose this Inspector considers himself a big man, but let him bear in mind that the Army, like the Police Force of to-day, is not the same as in pre-war days—I am, Sir, etc.

"INSULTED."

"STARTLING REVELATIONS."

GREAT HAPPENINGS.

DESCENT OF THE MIGHTY ONE.

It is not only Omoto-kyo which is prophesying great happenings for the world. The prophets of Omoto-kyo put the date as 1921, but Mr. John Lobb, F.R.G.S., can only go as far as "before long." He has received "startling revelations from the Heaven Worlds," wherever they may be, and has set them forth in a book. One of them is that "before long the whole world will be startled and amazed by the descent and the manifestation of the Mighty One in human form. He will be seen and heard by mortals. For the past two years He has been moving about on this planet, making preparation for His manifestation in human form and the inauguration of the new dispensation. His descent upon the earth is to give light on our relationship to Himself and His children, and to remove all darkness and evil, and to establish a closer union between the two worlds, Heaven and Earth, which are now bridged over, that the so-called dead may meet." John Lobb is getting on in years now, being born in 1840. He was educated for the Methodist ministry, which he left for the "commercial sphere," but this did not prevent him from being Editor of the *Christian Age*, which used to predict the end of the world once a week. For fifteen years this gentleman sat on the London School Board, and had a share in directing popular education. —*Japan Chronicle*.

FORING UP PRICES.

JAPANESE TRADE MORALS.

WHERE TYPHOONS CAUSE JOY.

The most conservative can hardly refrain from thinking that the Socialistic criticisms of a world ruled by capital and regulated by supply and demand have something in them, when the naive reports of the Japanese markets appearing in the *Yokohama Press* are read, says the *Japan Chronicle*. There is joy as unfeigned when a typhoon destroys the sugar-cane in Formosa as when there is a head-hunting expedition by the aborigines against their constabulary tormentors with a consequent interruption in the production of camphor. Even last week's typhoon that was threatening to sweep over Japan was looked forward to in the rice market with the brightest hopes, and the floods that have devastated some parts of the country and drowned many people are a matter for sincere rejoicing, because they help to force up prices. The times are decidedly out of joint when we are so optimistic in misfortune as this. As for the devices for selling cheap abroad so that success may be achieved in selling dear at home, this is a great subject which deserves a volume in itself. Its investigation in other countries has turned students into revolutionaries, so it would be a wise precaution in Japan to put the study of economics on the list of dangerous thoughts and prohibit it altogether.

On September 8 a wedding was to be solemnized between Miss Constance Lucy May and Rev. Edward James Ellison in the Union Church, Kuling. Both Miss May and Mr. Ellison are of the English Baptist Mission, Shanghai.

INTENT TO MURDER.

NEW RIDDLES.

THE JURY AT A LOSS.

The advance of science continually sets new riddles to the old established principles of morality. The more complex and subtle the knowledge of the physician, the more difficult it is for the plain man to determine a question of guilty responsibility. We had conspicuous examples a little while since in the plea of insanity advanced for what is known as the Sandhills murder, and in the long dispute over the validity of the argument that intoxication may excuse or palliate a crime. Another case not parallel yet of the same kind of difficulty has just been tried. A Mrs. Semmens was shot dead by her husband in a London hotel. As to the fact there is no dispute, nor does the possibility that their marriage was not legal affect the issue. Both parties seem to have for some years assumed the validity of their marriage ceremony. It is again admitted that Mrs. Semmens had formed an attachment for another man who was himself married. This came to the knowledge of the husband, who received from the man a letter stating:

"As she is not your wife you have no legal claim upon her," and suggesting that the connection was at an end. Mrs. Semmens told a friend that his wife had eloped with this man and that he would shoot them both. When Mrs. Semmens came to fetch her clothes he did shoot her. At his trial a specialist in tropical diseases called for the defence testified that Mrs. Semmens was suffering from malarial poisoning, and therefore not "mentally stable," which he explained by the statement that very trivial incidents would produce nerve storms in which "the reason became temporarily in abeyance." Influenced apparently by his evidence, the jury sent to the judge this remarkable communication: "We are all agreed that there is no intent to murder. Will you please advise us what verdict to return in the circumstances?" The judge, making it plain that he was surprised by their finding, laid down for their guidance the well-known principle that a man may be guilty of murder without definite intent to murder. It suffices that he should have intended grievous bodily harm. He further pointed out that if they thought Mrs. Semmens insane they should not find him not guilty but return "a special verdict applicable to a person of unsound mind." This is a clear, and beyond doubt an accurate exposition of the law on the subject. The jury, after a few moments' deliberation, came back with a unanimous verdict of not guilty. We shall not speculate as to the process of reasoning by which they arrived at that conclusion. It is obvious that the case was one in which strong sympathy would be felt for the accused. It is equally obvious that there was evidence of intent. But in face of the definite medical testimony that the prisoner might not have had the slightest intention of shooting the woman as he went upstairs, there was clear reason for saving him from the penalty of murder. We may think, as the judge seems to have thought, that if the medical evidence was accepted a verdict of unsound mind should have been returned. But there is no reason to doubt that substantial, if not formal, justice was done.—*Daily Telegraph*.

SHOULD A GIRL TELL?

WHAT THE DOCTORS SAY

BLINDED BY LOVE.

There has been much discussion of the case of a young and beautiful girl suffering from consumption who had decided to go to her fiancé in the tropics, in spite of the fact that he did not know about her health and that a doctor had told her that to go would cause her death in a few years. "It is very unfair to the man," was the opinion of a leading woman doctor. "If she really loved him she would willingly sacrifice herself rather than let him suffer. Of course, if she wants him to be her nurse until she dies then it does not matter. Surely they can find some place to live together without her dying so quickly."

The girl has a very great temptation, said Lady Muir Mackenzie, the writer on "social topics," and love must have blinded her to the consequences of her action. It is very wrong for engaged people to hide these things from one another. There is of course a possibility that in her great happiness she may get well, as I believe Mrs. Browning did after she was married.

"It is very stupid and very cruel of the girl," was the opinion of a Harley-street specialist. "Ethically speaking, she is committing a very great wrong. Not only may she die, but also she may bring into the world consumptive children. It is bad for her, bad for her man, and bad for her children. Her action is very, very selfish."

One woman with whom the matter was discussed said that she knew if she married her lover, who was consumptive, he would die, and so she hesitated to take the step. She thought of marriage, though he built up upon the artificial foundation of Government subsidy, direct

DAIRY FARM NEWS.

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GOUDA CHEESE	80 cents per lb.
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ANGLO-AMERICAN SHIPPING.

A MASTERLY SURVEY.

"INSIDIOUS PROPAGANDA" EXPLODED.

One of the most prominent figures in the British shipping world, Sir Frederick W. Lewis, Bart., the chairman of Messrs. Furness, Withy and Co., Ltd., contributes a very valuable article to the current issue of the "Anglo-American Trade," the organ of the American Chamber of Commerce in London. He says: "My attention was recently drawn to a report that a campaign of insidious propaganda is being carried on by British shipping interests against the United States Mercantile Marine, and it will be my object in writing this article to dispel any such false ideas, which, I believe, are quite contrary to fact."

In the first place, I should like to refer to a speech which I made to the shareholders of Messrs. Furness, Withy & Co. at their annual meeting in October last, and perhaps I cannot do better than quote word for word what I said on that occasion in this connection: "During the war the cry went out from this country to America—and very properly so—that what was required was 'ships, ships.' America responded to that appeal. She constructed large and up-to-date shipbuilding plants; she has produced ships on a large scale, and now that the struggle is over it would be futile to expect that America is going to scrap either her ships or her plant."

AMERICAN EXPORTS AND BRITISH SHIPPING.

Of course, one perfectly natural result of the building up of this great mercantile fleet has been to create competition between American and British lines, as British steamers have always operated in American overseas trades, and have, in fact, played no inconsiderable part in building up her great export business. During a period when the United States of America did not particularly concentrate its energies on a Mercantile Marine, British shipping carried the greater part of American exports and imports both economically and efficiently, and I recall this fact with pride and satisfaction.

So far, however, from there being any desire on the part of British interests to stifle the growth of the American Mercantile Marine, I speak with knowledge when I say that British steamship companies have the most friendly feelings towards their American cousins, and they ask for nothing more than they shall be given a fair crack of the whip in the inevitable competition which circumstances have forced upon them. In the same way as the British lines have always admitted foreign shipping unrestrictedly to their trade, even in their own coasting and Empire trades. For the last two generations every foreign ship has had absolute right of trading in the British coasting and Empire trade. WHAT IS THE AMERICAN ATTITUDE?

From a very careful survey of the general position, however, one cannot but feel that this spirit of goodwill is not fully reciprocated in the United States. For instance, I have just read the text of a bill (the "Jones" Bill) which became law on June 5) which has been presented to the United States Senate, which will give to the President power to grant railroad rebates on all goods which are carried in American vessels. The object of such a plan can only be to prejudice foreign shipping. I have also, recently, had reported to me that a most aggressive competition has been threatened by American interests, which it was suggested would be extended even to a British Empire trade unless certain cargoes—which I may say have been carried for a great number of years by British vessels—were surrendered entirely to American vessels.

These are just one or two instances of the spirit which seems to be prevalent in the United States, and which is deplored by the general body of British shipowners, and to any American readers there about this article may come I would suggest that it is not in the best interests of the American Mercantile Marine that it should be built up upon the artificial foundation of Government subsidy, direct

or indirect, or of political influence, but rather that the two nations should pull together so as to get the best results both for the merchants and for the shipowners.

RECOGNITION OF THE FACTS.

In the same way as I have endeavored to show that we recognise freely and gladly the right and necessity for the United States Mercantile Marine to trade the ships which she set herself to build during a time of stress, so naturally do British shipowners claim the privilege of operating their ships on the routes which they have established in many cases through times of difficulty and at great personal sacrifices. It is not going to make the problem any less difficult to rack our brains for schemes whereby business can be taken from each other; such a policy would be a pure misuse of our energies.

I believe there is plenty of room for both, but even assuming for one moment that this is not the case, the most desirable thing seems to me to be for each to co-operate with the other with a view to increasing the trade of the world until there is sufficient employment for all the ships. New trade routes can be organised and existing ones developed, and on this common ground there is ample scope for the most progressive trade development in which Anglo-American interests should lead the world and reap the fullest advantage through their command of mercantile tonnage. The principle I am endeavouring to bring out is that there is much to be gained by the incultation of this spirit of goodwill and co-operation, and much energy and money to be lost by failure to grasp these essentials.

DESTRUCTIVE OR CO-OPERATIVE COMPETITION.

I am very glad to gather from what my American friends tell me that the United States Shipping Board apparently have very much the same feeling and are disposed to work with foreign steamship companies on a mutual give and take basis. This is evidenced by arrangements that have recently been made for the operation of certain trades from America in which British and other steamship lines are interested, but evidently these views are not altogether shared by certain other sections of the community. I understand, for instance, it has even been suggested that various flag vessels might in certain eventualities be barred from entry to any American ports. Can anyone picture what would happen if every other nation with any pretence to maritime power were to adopt a similar attitude? The result would be international chaos, and I cannot but feel that more serious counsel will prevail.

Comparison of the maps of the United States and the British Empire will quickly reveal the fact that while a mercantile marine for the States may be desirable, a mercantile marine adequate to secure the communications of Empire and the imports of the United Kingdom upon which the very lives of the people depend is essential to the British Empire. Americans are quite of course, and a realisation of this fact will save a good deal of misunderstanding which it will always be someone's business to propagate.

AMERICA'S BASIC SPORTSMANSHIP.

It is only fair to say that on a recent visit to the United States I was impressed with the fair-mindedness of several of the most prominent shipowners resident in that country. The American nation has the well-deserved reputation of being clean and hard fighters, and in the trade rivalry between British and American interests, I think neither side will wish to take any unfair advantage of the other. Healthy competition has always been the means of bringing forth the best services, which is surely what American traders and, in fact, traders throughout the world most desire, and I do not think there is anything in straight-forward and healthy competition which is inimical to the closest friendly relations which I for one would like to see established between American and British shipping interests.

Beginning August 15, "WALLA WALLA" BOATS will call on all Ships flying the call flag "ZED."

